

REPORT

CD NO.

25X1

DATE DISTR. 16 December 1953

NO. OF PAGES 2

NO. OF ENCLS.
(LISTED BELOW)

25X1

SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

25X1

- 25X1

Date in October 1953	Locomotive Coal		Shop Coal
	Hard Coal	Brown Coal Briquettes	
12 "	40,900 tons	36,900 tons	33,200 tons
14	40,500 "	26,500 "	33,700 "
16	43,000 "	30,800 "	33,400 "
18	45,400 "	34,800 "	33,700 "

2. hard coal stocks available in the Magdeburg 25X1
railroad district were adequate for only four days. Hard coal deliveries arrived
at a delayed rate. Coal stocks were scheduled to be increased to 15 days' require-
ments soon.²
3. In September 1953, large quantities of gondola cars had to be dispatched to Poland.
On 26 September, the quota of gondola cars to be made available by the Cottbus
regional railroad headquarters for hard coal shipments was increased from 790 to
910 units.²
4. Major quantities of hard coal have been delivered by Poland since 1 September.
In September, a total of 12,612 carloads of hard coal arrived from Upper Silesia
via Horka, Forst and Guben. The quality of the imported hard coal was rather
poor and repeatedly caused failures in the locomotives.³
5. The 15 brigade locomotives which had hitherto been parked at Klinge near Forst
had been moved to Kerkwitz near Guben in mid-September, be-
cause all trackage in Klinge was needed in connection with the increased coal
traffic through Forst.⁴

[illegible]

25X1

SECRET/CONTROL - U.S.OFFICIALS ONLY

- 2 -

6. Prior to 22 October, [] boxcars to be converted into troop cars had been assembled in Frankfurt/Oder. 5 25X1

1. [] Comment. According to the daily coal consumption quota of 21,400 tons of briquette units valid for October, coal stocks available on 18 October represented approximately 3.8 days' requirements. Coal stocks available on 10 October were adequate for four days' requirements. 25X1

2. [] Comment. The difficulties connected with the conversion of locomotives from brown coal to hard coal : have not yet been overcome. Present hard coal imports from Poland and the USSR do not even meet current requirements, so a formation of coal reserves is ruled out for the time being. 25X1

3. [] Comment. The coal traffic reported would amount to a daily dispatch of 400 carloads which represent approximately 6,000 tons of hard coal. Expressed in terms of brown coal briquettes, this quantity does not even represent half of the daily coal requirements for locomotives. However, information on coal traffic through East German border stations indicates that the following numbers of carloads of coal were daily imported from Poland: 25X1

via Kuestrin	150 to 200
" Guben	200 to 250
" Horka	250 to 300
" Forst	300 to 350

Total 900 to 1,100 carloads. 25X1

It is believed that 50 to 66 percent of this coal was earmarked for consumption by the East German railroads.

4. [] Comment. This information refers to the locomotives of deactivated Locomotive Column No 9, which had been parked, since May 1951, at Klinge, 10 kilometers west of Forst. [] Kerkwitz is 9 kilometers southwest of Guben on the Guben-Cottbus railroad line. 25X1

SECRET/CONTROL - U.S.OFFICIALS ONLY